

**POMRIL.**  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
For doz. quarts.....\$7.35  
For doz. pints.....4.65  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

**ITALIAN VERMOUTH**  
The only Reliable Brand is  
**MARTINI ROSSI**  
SUCCESSORS  
**MARTINI SOLA & CO.**  
AGENTS—  
**F. PRICE & CO.,**  
12, Queen's Road Central

No. 14,547 號柒十四百伍千肆萬壹第 日十月十年十叁緒光 HONGKONG, FRIDAY, NOVEMBER 18TH, 1904. 五拜禮 號八十月壹十年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

**WE ARE SELLING UNIQUE SELEC-  
TIONS OF THE  
PUREST AND BEST  
CONFECTIONERY**  
RECEIVED FROM THE LEADING  
LONDON AND PARIS HOUSES, COM-  
PREISING THE SIMPLER KINDS TO  
THOSE OF THE MOST RECHERCHE  
DESCRIPTION DAINITLY PACKED.

**A. S. WATSON & CO.  
LIMITED.**

ALEXANDRA BUILDINGS.

**CUTLER, PALMER  
& CO.'S**

PRICE \$11.00 PER DOZEN

Net

**"SPECIAL BLEND" WHISKY**  
Blended  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO., Hongkong.**

**LANE, CRAWFORD & CO.**

Have been appointed

**SOLE AGENTS**

FOR THE

**OLD  
BLEND  
WHISKY.**

The Brand of the

**OLD  
COACHING DAYS**

Price Per 1 Doz. Bot. \$14.00  
" 1 " Flasks 8.00  
" 1 " " 5.00  
" 2 Gallon Jar 14.00

**THE WINE GROWERS'  
SUPPLY CO.**



**RONALD RENNIE'S WHISKIES.**  
Green Seal... \$12 per doz.  
Perfection... \$14 per doz.  
Finest Liqueur... \$16 per doz.

**BARRETT & CO., Agents,**  
Nos. 22 & 24, Bank Buildings  
Queen's Road.

**JUST ESTABLISHED:**  
(Telephone No. 467.)

**WING SUN & CO.,**  
No. 54, QUEEN'S ROAD CENTRAL  
(Premises Formerly Occupied by Messrs.  
C. J. Gaupp & Co.)

**HIGH-CLASS TAILORS & OUTFITTERS,  
SHIRT & BREECHES MAKERS.**  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
Now Showing—Latest Flannel Suitings,  
New Stock of Ties, Straw Hats, Felt Hats,  
Panamas, Boots and Shoes, &c., &c.  
Inspection Invited.  
Hongkong, 5th August, 1904.

**GREEN ISLAND CEMENT COMPANY**

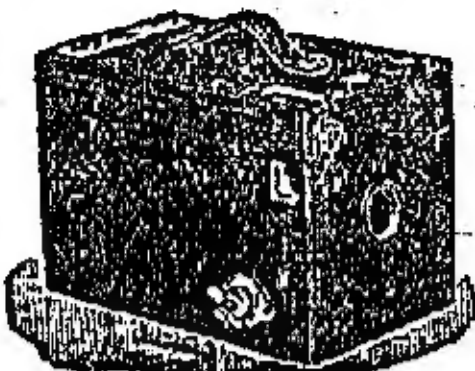
**PORTLAND CEMENT.**

Casks of 375 lbs. net \$5.00 per Cask ex Factory  
Bags of 250 lbs. net \$3.20 per Bag ex Factory  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 1st September, 1904.

**TONG CHONG WO & CO.**  
No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure  
**HAVANA CIGARS AND CIGARETTES**  
They are made of best Havana leaves and  
possess a mild and choice flavour.  
Inspection courteously invited.  
Hongkong, 28th May, 1904.

**PHOTO SUPPLIES**  
**DEVELOPING** **GOOD WORK,**  
**AND PRINTING** **PROMPT**  
**UNDERTAKEN.**



UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

**LONG HING & CO.,**

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

(Same Premises as Messrs. J. A. H. Chee.)

Hongkong, 15th August, 1904.

**THE  
LAHMEYER ELECTRICAL CO., LD.,**  
LONDON,

**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.**

**W. BREWER & CO.**

23 and 25, QUEEN'S ROAD.

**DIARIES, POCKET BOOKS, BLOTTING  
PAD CALENDARS 1905.**

**CHRISTMAS CARDS FOR HOME  
MAIL CLOSING NOV. 18TH.**

**BOY'S AND GIRL'S ANNUAL YOUNG ENGLAND,  
CHILD'S COMPANION, BO-PEEP, NISTER'S  
ANNUAL LITTLE DOGS, LITTLE FOLKS,  
CHATTERBOX, &c.**

Seaton's Marine Engineering... \$17.00  
Double Happiness, by Anthony Hope... 1.75  
God's Good Man, by Maria Gorelli... 1.75  
Japanese Grammar (new)... 3.00  
Eric Bright Eyes... 3.00  
Modern Gas and Oil Engines... 4.50  
The Truth About Japan... 0.90  
Jameson's Elementary Mechanics... 2.80  
Exercise on Parallel Bars... 0.90  
The Art of Breathing... 0.90  
Sandow's Strength and How to Obtain It... 2.20  
Boxing, by Johnston... 2.20

Gill's Geometry... \$0.80  
The Animals' Trip to the Sea... 2.80  
Wee Folk's Annual... 2.40  
Card and Table Games... 6.00  
10,000 Wonderful Things... 2.80  
Hoyle's Games; Latest Edition... 1.20  
My French Friends... 1.75  
Tricks on Horizontal Bars... 4.80  
Rebellion Dolls... 3.30  
Mamma Made Easy... 1.80  
Foster's Bridge Tactics... 2.80  
The Queen's Advocate... 1.75

**FOSTER'S SELF-PLAYING CARDS "BRIDGE."**  
RAG PICTURE BOOKS. PAINTING BOOKS.  
A NEW SET OF 25 POST CARDS \$2  
OR \$1 PER DOZ.

**CHRISTMAS GOODS. Great Variety.**

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,  
\$23.50 PER DOZ.**

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY  
\$12.00 PER CASE.**

**THE ELITE OF WHISKY—  
THE "PALL MALL."  
\$21 PER DOZ.**

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,  
\$11.00 PER DOZ.**

Very soft, palatable, and mature  
EVERYBODY SHOULD TRY THESE ITEMS

**AGENTS—SIEMSEN & CO., HONGKONG.**



**KUPPER PILSENER BEER.**

THE LEADING BEER IN THE FAR EAST.

BEWARE OF IMITATIONS.

SOLE AGENTS.

**CALDBECK, MACGREGOR & CO.**

15, QUEEN'S ROAD.

Hongkong, 26th October, 1904.

**E. C. WILKS & CO.**

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,

POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 24th August, 1904.

**NERNST**

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

**EDM. JOHANNSEN OR SIEMSEN & CO.**

**CHOCOLATES**

A BIG CHOCOLATE DEPARTMENT. THE MOST POPULAR IN TOWN  
ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST  
HANDSOMELY-BOXED CHOCOLATES AS WELL AS THE SIMPLEST PURE  
CHOCOLATES. CHOCOLATES BY THE POUND OR BY THE BOX.

**SPECIAL FOR SATURDAY**

DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED  
FRESH FROM CADBURY BROTHERS, \$1.00 PER POUND.

**WATKINS LIMITED,**

CHEMISTS AND PERFUMERS,

WATKINS BUILDING, HONGKONG.

Telephone 344.

**LANE, CRAWFORD & CO.**

TAILORING DEPARTMENT.

**AUTUMN AND WINTER SUITINGS**

LATEST AND MOST FASHIONABLE STYLES.

**EXPERIENCED LONDON CUTTERS  
ONLY EMPLOYED.**

**LARGEST AND BEST SELECTED STOCKS  
IN THE EAST.**

SEE SPECIAL LIST.

**LANE, CRAWFORD & CO.**

Hongkong, 31st October, 1904.

**JAPAN**

**COALS.**

**NETSU BUSSAN KAISHA  
(NETSU & CO.)**

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

**OTHER BRANCHES:**  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "NETSU" (A.B.C. and A.I. Codes)

**CONTRACTORS OF COAL TO THE IMPERIAL JAPANESE NAVY AND ARMED AND THE STATE  
Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.**

**SOLE PROPRIETORS OF THE FAMOUS MIKE, Toge, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokkaido, Honshu, Shikoku, and Kyushu, Japan, and other Coals.**  
S. MINAMI, Manager, Hongkong.

**THE AMERICAN SYSTEM  
OF**

**DENTISTRY**

**DR. M. H. CHAUN.**  
37, DES VOGES ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904.

**SIEN TING.**

**SURGEON DENTIST.**  
No. 10, DAGUILLAR STREET.

**TERMS VERY MODERATE.**  
Consultation Free.  
Hongkong, 21st March, 1903.

**PURE FRESH WATER.**

**THE HONGKONG STEAM WATER-  
BOAT CO., LD.,** is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.

J. W. KEW

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903.

**HOTELS.**

**HONGKONG HOTEL**

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms,  
Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons,  
Private and Special Dining Rooms,  
European Chef and Indian Curry Cook,  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms,  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.  
Wines cooled by Hotel refrigerators.  
Hotel Linen washed on Premises by  
machinery.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.

MODERATE CHARGES! NO BETRAYS!

H. HAYNES,

Manager.

**PEAK HOTEL.**

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

a914

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

For Terms, &c., apply to the—  
**MANAGER.**  
Hongkong, 10th June 1903.

a1802

**CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.

Large and lofty Rooms, elegantly furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to the  
**MANAGER.**  
Hongkong, 31st October, 1902.

a439

**"BOA VISTA"**

(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong  
One steamer (s.s. *Hengshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
centres.

Cable Address—"BOAVISTA"  
For Terms, apply to  
**THE MANAGER**

**CANTON HOTEL,  
HONAM, CANTON.**

NEWLY OPENED.

SITUATED on the River Front at Honam  
almost facing Shamoen.

Rooms elegantly furnished, large and lofty  
with spacious balconies. Excellent Position.

Free from Obnoxious Surroundings.

Boat always in attendance.

Telegrams receive prompt attention.

Visitors to Canton should not fail to secure  
accommodation before leaving Hongkong.

CHAN CHING KUEN,

Manager.

Canton, 27th October, 1904.

[2546

**CARLTON HOUSE  
HOTELS,**

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Entrance and the Waverley Hotel,  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.

Apply to—  
**THE MANAGER.**  
Hongkong, 7th October, 1904.

[1621







## THE INTERPORT CRICKET MATCHES.

## FINAL CONTEST.

## HONGKONG V. STRAITS.

The final match, between the teams that had beaten Shanghai, as it happened, was played yesterday. The weather was glorious, and the attendance fair. In the afternoon the band of the 110th Mahrattas played selections on the field. Clouds of smoke, and what was worse, showers of soot, came from the Naval Yard. The great feature of the game was Dixon's bowling for Hongkong; he found three men's wickets in one over. Speaking about bowling, it really would be very difficult to excel that of Rees (Straits), an Australian who, we understand, has on occasions distinguished himself while playing for South Australia. Judging by the day's play on the whole Hongkong has a better all round team than the Straits. The latter appears to be made up of a few really excellent players, with a larger tail end of somewhat indifferent players than Hongkong. For fielding, however, honours must be certainly given to the Straits, as they let very little indeed go through their fingers. The day's play resulted—

Straits—1st Inn. 128; 2nd for 4 wks 31.150  
Hongkong—1st Innings ..... 155  
W. Daniel replaced T. Sercombe Smith, by request of the latter, in this match.

Singapore won the toss and decided to go in. The umpires were Messrs. V. H. Lanning (of Shanghai) and A. Mackenzie.

Details of the match are as follow—

STRAITS' FIRST INNINGS.

C. W. N. Wyatt and A. Stronach went to the wickets, being clapped from the pavilion.

Capt. Talbot acted as a sub for H. Arthur in the field.

Wyatt opened his score immediately, sending Dixon's first ball to point for a single. Stronach played out the over.

Bird took on the bowling from the Pavilion end. Wyatt sent Bird to boundary with a straight hit.

Stronach opened his score, by cutting Dixon towards the Pavilion for a single; and then Wyatt followed suit with a Pavilion boundary. Ten was here signalled.

One of Bird's deliveries hit Wyatt on the thigh and he lay down beside the wicket in agony. Play was suspended, the cricketers gathering around, while stimulants was procured.

Wyatt retired from the field, E. J. Barrett taking his place.

Barrett at once sent Bird to long leg for a single; he gave the appearance of being a very powerful hitter.

Dixon sent down a maiden from the eastern end.

Bird's first ball was a boundary bye—three. Barrett scored a single and twenty was signalled.

Each man scored singles, taking full toll of their chances. Barrett sent Dixon to long on for a boundary.

Stronach made a long leg boundary off Bird; and then Barrett made a straight hit to boundary—thirty up. (Applause).

Arthur replaced his substitute behind the stumps.

Stronach played one from Dixon on to his own wickets—One wicket (Stronach for five) for 33.

Wyatt returned to the wicket, taking Stronach to run for him.

Wyatt sent Bird to the Pavilion for four, and long off for four—forty up. (Applause).

Dixon sent down remarkably difficult balls from the east—another maiden.

Wyatt sent Bird to the long off for another boundary—fifty up. (Applause).

Dixon caught Wyatt off Bird near the wicket—Fifty for two (Wyatt 24).

E. Bradbery went in, and commenced scoring at once.

Barrett sent Dixon to boundary with a straight hit, and then to point for another.

Lumsden relieved Bird at the western end. Barrett out him to long leg for a boundary.

Bradbery sent Dixon to point for a single, and sixty was signalled.

Burnie was applauded for fielding a very swift ball from Barrett, who with hard hitting put his bat out of order, and required another.

Burnie was again applauded for a similar performance.

Barrett made a fluky hit, but Lumsden (who was bowling) could not reach the ball in time to catch it.

Pearce was applauded for good fielding.

Barrett drove Dixon to long off, but, owing to H. Hancock's fielding, only a single resulted.

Barrett skied one of Lumsden's trundlers, Heath badly missing it.

R. Hancock (the Hongkong captain) took on the bowling from Dixon at the East, and sent down a maiden to Barrett.

who was stationed at mid off—four for 99 (Bradbery 26).

T. R. Hubbach went in, and flaked one from R. Hancock. Arthur, the wicket keeper, caught it from a most difficult position, but tumbled down.

Rees snicked one of Pearce's to mid-off for a single, when the fielder sent the ball to boundary—five.

Heath at mid-off caught Rees off Hancock—five for 106 (Rees nine).

M. H. Whitley relieved Rees.

Pearce sent down a boundary bye—100 up.

Whitley drove R. Hancock to the rails, blocked the ball a couple of times, and then two boundaries, all in the same over (twelve runs).

Whitley cut Pearce to point, where he was caught out by H. Hancock—125 for six wickets (Whitley, two).

H. E. Talbot faced the bowling.

THREE MEN OUT IN ONE OVER.

Dixon took on the bowling at the east, and found Hubbach's stumps with his first ball—125 for seven wickets (Hubbach, 19).

V. D. Parsons went to the wickets, and sent Dixon to mid-off for a single. Dixon with the next ball bowled Talbot—126 for eight (Talbot, 0).

Cochrane was the next man, and he was bowled (middle stump) with Dixon's first ball. Loud applause; three men out in one over—126 for nine (Cochrane, 0).

D. T. Perkins (the last man) went in, and almost immediately afterwards the tiffin bell rang.

Play was resumed with Pearce bowling to Perkins at the eastern-wicket; he sent down a maiden.

Parsons scored a single off Dixon and then Burnie caught Perkins. All out for 128. Perkins scored nothing; Parsons, 2.

HONGKONG'S FIRST INNINGS.

R. Hancock and C. M. G. Burnie went in first for Hongkong, and had a good send off.

R. B. Rees (an Australian) was the first bowler to Hancock; and showed remarkably good form. One bye was scored in the first over.

H. Hancock cut the ball into the slips for four; which was followed by a couple of singles.

R. Hancock stole a run off Rees in the next over.

Burnie snicked Wyatt for a boundary, and then drove him to long off for another—ten was signalled.

Rees sent down a maiden to Burnie. It seemed that the players would make their runs off Wyatt, and be more careful with Rees.

A couple of singles were scored in Wyatt's over and Rees took over the bowling. Burnie drove him to square leg, where the fielders were thickest, for a run.

The fielding was very good, and received the approbation of the spectators.

Rees again set to work. R. Hancock cut him to square leg for a single; and Burnie straight drove him for a boundary.

Two singles were scored off Wyatt, but one, by Burnie, was a very fluky cut to point.

Burnie drove Rees to the curtain for four, and thirty was signalled.

A couple of singles were scored off Wyatt, but the batsmen could not do very much with him.

R. Hancock drove Rees to square leg, and was caught by Talbot—one for 34 (R. Hancock, 10).

Lieut. Heath replaced the Hongkong captain, to face Rees' dangerous deliveries.

The fielding, it may be again mentioned, was excellent, and Hongkong had the greatest difficulty in stealing runs.

Burnie drove Wyatt to the rails at square leg.

Rees sent down a couple of byes, which brought forty up on the board.

Rees was once more driven to the curtain by Burnie.

Wyatt bowled Burnie—two for fifty (Burnie, 32).

Dixon went in, and finished off Wyatt's over. Heath then drove Rees to leg for a single. Dixon snicked Rees to the boundary for four.

After a couple of singles, Heath drove Wyatt to mid-off for four—sixty up.

Dixon played a ball from Rees on to his wicket—threes for 63 (Dixon, 5).

Lieut. Lumsden replaced Dixon, and was bowled out by Rees, first ball—four for 63. (Lumsden, 0).

H. Hancock was the next to face the bowling.

After Rees' over a few singles were scored off Wyatt. H. Hancock making one very fluky hit.

Heath drove Rees to the rails at mid-on, and then a single to long leg. H. Hancock seemed not quite at ease with Rees' bowling.

One run, by Heath, was scored in Wyatt's next over.

Rees sent down a bye to the boundary, and then another bye.

Harry Hancock gave Rees a return, but Rees, lifting one hand, failed to hold the ball.

H. Hancock again hit straight and scored a single.

square leg and one at the pavilion side, 110 was put up.

Arthur drove Whitley to right and left in the next over, when there was great applause—120 up.

Parsons again doing the trundling, Heath scored a single.

Arthur drove Whitley to long off for four, and Hongkong passed Singapore's scores—130 was signalled. Arthur sent a sky ball off Whitley to the long on, which was caught by Talbot—132 for six (Arthur 31).

Pearce went in and scored a single to begin with. Rees then took a very pretty catch from Heath off Parsons—133 for seven (Heath, 43).

W. Daniel relieved Heath, and scored a single in Parsons' over. He was then caught in the slips by Whitley, off Parsons—135 for eight (Daniel, 1).

J. O. Airy went in.

Both players for a couple of overs did little more than block Parson and Whitley.

Parsons sent down a maiden to Airy.

Pearce drove Whitley straight for a single, and then Airy snicked the same bowler into the slips for four—140 up.

Rees was again put on at the pavilion end. Pearce gently placed him to leg for a single in a very pretty manner, and Airy cut him into the slips for a boundary, equally softly.

Pearce out Whitley to point for a boundary. A couple more were added.

Rees sent down a maiden to Airy.

Cochrane took a run at the eastern end, and just lifted one of Pearce's balls off with his second ball—nine for 155. (Pearce, 9).

Bird was last man in, and he opened with a single to long on, and Airy scored another.

Rees bowled to Airy, who vacated his position, and was stumped by Hubbach.

STRAITS' SECOND INNINGS.

At 4.50 p.m. R. B. Rees and A. Stronach went in for Singapore. Dixon opened the bowling from the eastern end and Rees scored a single off his second ball. Lumsden took an over from the pavilion end, but the batsman treated him with caution and only succeeded in scoring one. Dixon's first ball in the second over was sent to the boundary by Rees, and although he continued to slog the fielding was too good to allow the ball to pass. Lumsden went on again, and took Stronach lbw. One wicket for six.

S. R. Hubbach took the willow with Rees, and from a tip to the slip made his first score, followed with a drive to the boundary. A glance of Lumsden's first ball by Hubbach secured another boundary.

From a ball from Dixon Rees sent one to the slips which nearly resulted in Hubbach being run out. He followed this up by sending the first from Lumsden to the boundary. Lumsden promptly retaliated by scattering Hubbach's wicket.

H. L. Talbot now partnered Rees. Dixon took the ball and Rees drove it to the boundary, Talbot following with another drive off which he scored, and the next ball took his wicket. 31.3.2.

With three wickets down for 31 E. Bradbery took the bat, but was unfortunate enough to be caught by Arthur, from Dixon's bowling, before scoring.

The Straits team, at the call of time, had four wickets down for 31.

STRAITS—First Innings.

E. W. N. Wyatt, c Dixon, b Bird ..... 24  
A. Stronach, b J. T. Dixon ..... 36  
Capt. E. J. Barrett, b R. Hancock ..... 26  
E. Bradbery, c Burnie, b R. Hancock ..... 26  
R. B. Rees, c Heath, b R. Hancock ..... 9  
T. R. Hubbach, b J. T. Dixon ..... 19  
M. H. Whitley, c H. Hancock, b Pearce ..... 2  
H. L. Talbot (capt.), b J. T. Dixon ..... 0  
W. D. Parsons, not out ..... 2  
C. W. Cochrane, b J. T. Dixon ..... 0  
D. T. Perkins, c Burnie, b J. T. Dixon ..... 0  
Extras ..... 5

Total ..... 128  
Second Innings.

R. B. Rees, not out ..... 25  
A. Stronach, lbw, b Lumsden ..... 0  
S. R. Hubbach, b Lumsden ..... 4  
H. L. Talbot (capt.), lbw, b Dixon ..... 2  
E. Bradbery, c Arthur, b Dixon ..... 0  
Extras ..... 0

Total ..... 31  
HONGKONG—First Innings.

R. Hancock (capt.), c Talbot, b Rees ..... 10  
C. M. G. Burnie, b Wyatt ..... 32  
F. N. Heath, lbw, c Rees, b Parsons ..... 43  
J. T. Dixon, b Rees ..... 0  
W. F. Lumsden, R. A. b Rees ..... 0  
H. Hancock, b Rees ..... 1  
H. Arthur, c Talbot, b Whitley ..... 31  
T. G. Pearce, b Cochrane ..... 9  
W. Daniel, c Whitley, b Parsons ..... 1  
J. Airy, lbw, c Hubbach, b Rees ..... 10  
R. E. O'Brien, not out ..... 1  
Extras ..... 12

Total ..... 155  
BOWLING ANALYSIS.

HONGKONG—First Innings.

J. T. Dixon ..... 12.3.4  
R. E. O'Brien ..... 6  
Lumsden ..... 10.3.16  
R. Hancock ..... 9.3.25.3  
T. G. Pearce ..... 7.1.49.1  
Parsons ..... 5.1.11.2  
Cochrane ..... 1.1.2.1

STRAITS—First Innings.

Rees ..... 16.1.6.42.5  
Wyatt ..... 13.1.48.1  
Whitley ..... 7.1.49.1  
Parsons ..... 5.1.11.2  
Cochrane ..... 1.1.2.1

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 17th at 11.45 a.m. The barometer has risen throughout China, Japan and neighbouring portion of the Pacific and has fallen in the southern Philippines.

Gradients are very steep upon all the coast of China, but the gale is moderating in the Formosa Channel to a strong monsoon. In the China Sea very heavy monsoon prevails amounting to a moderate gale from the N.E.

Forecast:—Strong N.E. winds, fine.

TYPHOON WARNING.

General Edw. S. Bragg, U.S. Consul-General, has received the following telegram from Manila Observatory.

November 17th, 11 a.m.

Typhoon East of Surigao Strait threatening to cross Archipelago through parallel 10.

## SUPREME COURT.

Thursday, 17th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERRIKEN (CHIEF JUSTICE) AND CAPT. HON. BARNES-LAWRENCE (N.N. NAUTICAL ASSESSOR).

N.D.L. S.S. "WONGKAI" v. B.I. S.S. "UJINA."

This consolidated action—as the result of a collision between the Norddeutscher Lloyd S.S. Co., as owners of the s.s. *Wongkai*, and the British India S.S. Co., as owners of the s.s. *Ujina*—was continued. As before the Hon. E. H. Sharp, K.C., instructed by Mr. Gedgo (solicitor, of Messrs. Johnson, Stokes and Master) appeared for the N.D.L., and Mr. M. W. Slade (barrister), instructed by Mr. John Hastings (solicitor), for the B.I. S.S. Co. Hon. Capt. Barnes-Lawrence said that he was misunderstood on Wednesday, as it had been reported that he was dealing with the red light, as if it was not a side light. He really dealt with it as a red light merely, without any assumptions as to what kind of light it was.

Li Sun, quartermaster of the *Wongkai*, gave evidence as follows:—

I was on duty at the wheel on the bridge at the time of the collision. I took my orders from the Captain and steered as he told me. When we got into the harbour I deviated from the instructions of the Captain. The deviation was to starboard. The ship anchored at night, and I was holding the wheel at the time. Before the anchor dropped I heard the Captain give the order "stand by." When the Captain gave the order "let go anchor" I saw two men holding lamps passing by my side. They were the side lights. The men passed my wheel. The lights were out.

Cross-examined:—I have been on board the *Wongkai* six or seven months. I did not see the lights of any other steamer. I was not paying attention. After anchoring I attended to my duty, which was to take in articles on the bridge. I stood by my post till the Captain said "all correct." The lamps were taken in, in the same way as when taken in at daylight.

By the Court:—I saw the lamp lifted over the side, and it passed by me unlighted. I have seen lamps taken in before. They were always extinguished before being taken down below. It is a rule when steamers come into port that lights are put out before the anchor is dropped.

Li Lee, a sailor on the *Wongkai*, said: I heard the Captain give the order to let go anchor. I then took the red light over the side and blew it out quickly. I carried it away and went down the steps on the port side of the bridge. I then went down into the lamp room, which was also on the port side.

Cross-examined: The chief officer gave us orders that we were to blow out lamps immediately on taking them up. This was a regular rule.

To Mr. Sharp: I was standing by to put out that particular light coming into port that night.

By the Court: I blew the lamp out on the bridge. The witness here described his actions when putting out the light, the left-hand side of the witness box representing the port side of the ship.

His Lordship: If the witness were leaning over and pulled the lamp up in his right hand, it is just possible that the red light would show astern for the moment as it came over the rail. Mr. Sharp admitted this, but said it would not be there long enough for another ship to be guided thereby.

Three other Chinese witnesses gave evidence with regard to the taking in and blowing out of other lights on the ship.

The second officer of the *Brundhilda* said: I hold a Master's certificate since 1885. On the night of the collision we were anchored at the southern fairway buoy. I witnessed the collision and was on deck about three minutes prior to it. I then saw the *Wongkai* She had her anchor lights on. The *Wongkai* and our ship were something like 200 yards apart. The *Wongkai* was lying so that I saw her starboard quarter. I saw the *Ujina* coming along and expected a collision between the *Ujina* and *Wongkai*. The *Ujina* at the time I saw her was going about six knots an hour. I did not see a red light on the *Wongkai*. If she had shown one I would have seen it.

Cross-examined: I could see the starboard quarter of the *Wongkai* just before the collision. She was heading about N. E. by E. I was in such a position that I could not have seen the green light of the *Wongkai*.

To Mr. Sharp: If the *Wongkai*'s green light were being unshipped I should think I would have seen it. When I saw the ship I could make her out clearly.

The Captain of the *Wongkai* gave evidence as to the height of his bridge, which, with a 16 foot draft, was 21 feet from the waterline. From the waterline to the top of the rail was 11 feet. The length of the ship was 239 feet over all.

His Lordship decided to go off to the *Wongkai* to inspect the bridge, and adjourned the case till Wednesday, the 23rd instant, at 10.30 a.m.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUNISH JUDGE).

H. H. KEMP v. CAMPBELL, MOORE AND CO. LD.

This was an action to recover \$210, alleged damages and costs sustained by plaintiff by reason of the defendant company failing to keep their shaving instruments clean and disinfected, so as not to be productive of personal injury to the customer shaved.

Mr. H. W. Looker (solicitor, of Messrs. Deacon, Looker and Deacon) appeared for the

## XMAS IS DRAWING NEAR.

THE MOST ACCEPTABLE FORM OF

## GREETING

IS A LOCAL VIEW TAKEN BY YOURSELF ON A

## XMAS SLIP-IN MOUNT.

## LONG HING &amp; CO.

PHOTO GOODS DEALERS,  
17A, QUEEN'S ROAD,  
(Same Premises as Messrs. Ah Cheo.)

Hongkong, 10th November, 1904.

plaintiff, and Mr. H. E. Pollock, K.C. (instructed by F. X. d'Almada e Castro) for the defendants.

Mr. Looker stated that the plaintiff's case was that he got shaved at the defendant company's establishment, and in consequence of the condition of the razor he contracted barber's itch, for which he claimed damages. The only two points were whether he contracted the disease from the defendant's shop, and if so whether he was entitled to damages. Barber's itch was a species of ringworm. Plaintiff was in the habit of shaving himself during the year he had been in the Colony, with the exception of a few occasions on which he had been shaved at the defendant company's saloon. On the 24th September he was shaved by them and had not been shaved by anyone before that for about eight or ten weeks. About ten or eleven days later he began to notice eruptions on his face, and on consulting Dr. Stedman it was pronounced to be barber's itch and he was unable to shave for three weeks. He had to wear bandages round his neck and presented an unsightly appearance.

Plaintiff, sworn, deposed that he was acting manager at Hongkong of the Singer Manufacturing Company. He had suffered inconvenience through the disease, and had been unable to attend to customers because of his appearance. He had always kept his razor locked up, but left his brush out in his room.

Dr. Rennie said that barber's itch was generally caught by inoculation and the usual agent was the shaving brush. The disease generally became visible after from three to ten days. Chinese in shaving usually rubbed the soap on their heads with their hands, but might at times use a brush.

Mr. Pollock submitted that there was no evidence such as could be accepted by the Court; except the medical evidence, and the doctor who had attended the plaintiff was out of the Colony. It was also necessary for the plaintiff to show beyond reasonable doubt that he had contracted the disease at the defendant's shop. It had been shown that the plaintiff's brush had been left where his boy could get it, and Chinese frequently suffered from this particular disease.

Judgment finally was given for the defendants, with costs. Mr. Pollock made an application for counsel's fee, but this was disallowed.

## THE HONGKONG STEAM WATER-BOAT CO., LIMITED.

The report for presentation to shareholders at the fourth annual general meeting to be held on Friday, the 25th inst. is as follows:—

The Consulting Committee beg to submit to the shareholders the annual report and accounts for the year ended 30th September, 1904.

ACCOUNTS.—It is with pleasure that the Committee are able to announce an increase in the earnings, over those of last year.

The net profits after paying all working expenses, are \$24,346.42 and after deducting Interim dividend, and Consulting committee fees, and adding balance brought forward from last account, interest and scrip fees, there remains a credit balance of \$20,147.42, which with the approval of shareholders, it is proposed to appropriate as follows:—

Final dividend of 7 per cent.  
making 14 per cent. for the year ..... \$5,250.00  
Bonus of 5 per cent. .... 3,750.00  
Place to reserve fund ..... 25.00  
Write off goodwill ..... 2,000.00  
" boats ..... 6,307.44  
" furniture ..... 10.50  
" Wanchai staging ..... 100.00  
Carry forward to new account ..... 229.88  
\$20,147.42

GOODWILL.—This has now been entirely written off.

BOATS.—These



**COMMUNICATIONS** respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Presses, Codes: A.B.U., 6th Ed. Lubert's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**ROTHEN MARK LODGE, No. 264.**

A REGULAR MEETING of the ROTHEM MARK LODGE will be held at the FREEMASONS' HALL, on THURSDAY, the 24th NOVEMBER, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 18th November, 1904. [2704]

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.**

NOTICE IS HEREBY GIVEN that the Piano stored in the name of HUNG KEE under Godown Warrant 54327 on 8th January, 1900, at present in the custody of the above named Company, will be sold by PUBLIC AUCTION by Mr. GEO. P. LAMBERT, at No. 3 Godown, West Point, on MONDAY, the 28th inst., at NOON, unless the same is previously taken delivery of and the charges due in respect thereof paid.

EDWARD OSBORNE, Secretary.

Hongkong, 18th November, 1904. [2705]

## LOST-DUG.

**JAPANESE PUG (male), Five Months Old;** White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. FIFTY DOLLARS reward will be given and no questions asked if returned to—

Mrs. C. W. CLARK, No. 6, Ripon Terrace, Hongkong.

Hongkong, 15th November, 1904. [2684]

## ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the Forthcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD,

Hon. Secretary,  
St. Andrew's Ball Committee.  
Hongkong, 27th October, 1904. [2655]

**DAVID CORSAK & SONS' MERCHANT NAVY**  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TAKPAULING  
ARNOLD, KAMBERG & CO.  
Sole Agents.  
3486]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

**ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES** 5, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong 28th November, 1904. [245]

## FOR SALE

**A FIVE-ROOMED HOUSE** at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—  
TURNER & CO.  
Hongkong, 22nd October, 1904. [2494]

## FOR SALE.

**STEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam;** fitted with 6 H.P. Motor; speed about 7 miles; perfect order.

Apply to—  
Care of Daily Press Office,  
Hongkong, 27th October, 1904. [2534]

## FOR SALE.

**A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and FORCELAIN.**

LOOK HING,  
Queen's Road Central.  
Hongkong, 1st November, 1904. [2571]

## FOR SALE.

**TWO Fast Twin-Screw Steamers**

"CHU KONG"  
Length ... 142 feet.  
Breadth ... 23 feet.  
Draft ... 6 feet.  
Registered 380 tons. Built of Steel and Furnished with Electric Light.

"PAK KONG"  
Length ... 160 feet.  
Breadth ... 23 feet.  
Draft ... 8 feet.  
Registered 300 tons. Built of Teak Wood.

For further particulars, apply to—  
42, WING LOK STREET,  
Hongkong.  
Hongkong, 1st November, 1904. [2572]

**ENGINES and BOILERS FOR SALE**

THE undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS from an Old French Gunboat, in good working order, and fit for re-gearing steamers. Intending purchasers will please arrange terms with the CHUNG HOP Shop, No. 133, Wing Lok Street, or the U WO TAI Shop, No. 110, Des Vaux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

**THE TAI LEE COMPANY.**  
Hongkong, 31st October, 1904. [2560]

**CHEAP SALE OF FURNITURE.**

IN consequence of Removal to New Premises, the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.

LI KWONG LOONG,  
No. 1, Wyndham Street,  
Behind the Old Hongkong Club Building,  
Hongkong, 15th November, 1904. [2683]

## INTIMATIONS

## INTERPORT CRICKET CARNIVAL.

November 11th to November 21st, 1904.

A GRAND STAND will be erected at the South East Corner of the CRICKET GROUND, for the accommodation of the Public. A Refreshment Bar, Cold Tiffins, and Afternoon Tea will be provided.

Prices of Admission:—Daily Tickets, 50 cents.  
Season Tickets, \$3.00.  
Season Tickets can be obtained at the Robinson Piano Company's Stores, Queen's Road.

WM. FARMER,  
Hongkong, 10th November, 1904. [2649]

## WANTED.

BY a Young Englishman, situation as OFFICE ASSISTANT, has experience in Shipping, Insurance, Import and Export.

Apply—  
Care of Daily Press Office,  
Hongkong, 9th November, 1904. [2640]

## SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro, for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address—  
S. E. P.,  
Care of Daily Press Office,  
Hongkong, 8th November, 1904. [2628]

## WANTED.

A GROUND FLOOR OFFICE in Central Position.

Apply to—  
G. & CO.,  
Care of Daily Press Office,  
Hongkong, 14th November, 1904. [2674]

## NOTICE.

ONE THOUSAND DOLLARS REWARD.

THE above sum will be paid to any person who gives information leading to the arrest and conviction of the person or persons guilty of Stealing or Embezzling a Cheque for NINE THOUSAND DOLLARS made out in favour of Messrs. Johnson and Company, and indorsed by them and sent to be paid into the Deutsche Asiatische Bank in this Colony on the 8th October, 1904, but which was unlawfully cashed and the proceeds stolen by some person or persons unknown.

F. J. BADELEY,

Capt. Supt. of Police,  
Hongkong, 16th November, 1904. [2694]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1900.

## A. LING &amp; CO.

FURNITURE STORE,  
PLATED GLASS and CROCKERY  
WARE, &c., and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [2297]

THE SWATOW GRASS CLOTH SILK,  
and DRAWN THREAD WORK  
DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.

Swatow, 9th June, 1904. [2160]

## INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.  
INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.,  
Hongkong 23rd April, 1904. [1121]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.,  
Hongkong, 1st January, 1904. [105]

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPPEL.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [9]

NORTHERN ASSURANCE CO. OF LONDON.

## FIRE and LIFE.

THE undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH and MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903, £16,988,650.

I. AUTHORIZED CAPITAL, £25,000,000  
SUBSCRIBED CAPITAL, £2,750,000  
PAID-UP CAPITAL, £87,500 0 0  
II. FIRE FUNDS, £3,656,311 12 3

THE undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th June, 1904. [1888]

## ENTERTAINMENTS

## HONGKONG AMATEUR DRAMATIC CLUB.

## THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

## "DOROTHY"

IN THREE ACTS

Will be Produced on the following dates:—  
TO-MORROW (SATURDAY), 19th NOVEMBER, 1904.  
TUESDAY, 22ND " "  
WEDNESDAY, 23RD " "  
THURSDAY, 24TH " "  
FRIDAY, 25TH " "  
MONDAY, 28TH " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at The Robinson Piano Co.) will be Opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trans quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle ... .. \$3.  
Pit Stalls ... .. \$2.  
Pit ... .. \$1.

A. CHAPMAN,

Business Manager.  
Hongkong, 1st November, 1904. [2574]

## HARMSTON'S CIRCUS

ROYAL MENAGERIE  
OF PERFORMING WILD ANIMALS.  
LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT!!  
AND EVERY NIGHT AT 9 P.M.  
OUR GREAT PROGRAMME OF STAR ARTISTS.

ONLY ONE VENUE, ABSOLUTELY THE BEST SHOW THAT HAS VISITED HONGKONG.

We present more Star turns in our Programme than any two London or Continental Shows.

NEXT GRAND MATINEE,  
SATURDAY AFTERNOON, 19th NOV., 1904.

Doors Open 3 o'clock. Commences 4 o'clock. Children Half Price to Matinees only.

PRICES OF ADMISSION:—  
Full Box, 6 Chairs ... .. \$18.00  
Single Seat, Box ... .. 3.00  
Chairs ... .. 2.00  
Stalls ... .. 1.00  
Gallery (Chinese only) ... .. 0.50

N.B.—The Electric Tramway Co. will run special Cabs before and after the Performances. Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO CO.

MADAME HARMSTON-LOVE, Proprietress.

ROBERT LOVE, Manager.  
RAITON & A. LEONARD, Agents.  
Hongkong, 16th November, 1904. [2681]

## HONGKONG CRICKET CLUB.

A SMOKING CONCERT  
in honour of the visiting Teams will be held in the

THEATRE ROYAL,  
on MONDAY,  
21st NOVEMBER, at 9 P.M.

All Tickets must be procured through Members of the Hongkong Cricket Club, and same may be had by applying at the Cricket Pavilion, or to the Secretary.

Prices, 5s each (including Refreshments).  
A. R. LOWE, Secretary.  
Hongkong, 15th November, 1904. [2686]

## AUCTIONS

PUBLIC AUCTION.

THE undersigned has received instructions to Sell by Public Auction, TO-MORROW (SATURDAY), the 19th NOVEMBER, 1904, at 2.30 P.M., at his

SALES ROOMS, Queen's Road, A FINE COLLECTION OF JAPANESE CURIOS, Comprising—

RARE SATSUMA, HANDSOME IVORY CARVINGS, FINE CLOISONNE, BRONZES, PANELS, EMBROIDERIES, and EMBROIDERED SCREENS, &c., &c.

TERMS OF SALE—As Customary.  
V. I. REMEDIOS, Auctioneer.  
Hongkong, 17th November, 1904. [2701]

THE undersigned has received instructions to Sell by Public Auction, TO-MORROW (SATURDAY), the 19th NOVEMBER, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, A SELECTION OF JAPANESE CURIOS, Comprising—

SATSUMA VASES, PLATES and BOWLS, &c.; CLOISONNE and SILVER CLOISONNE WARE; INLAID LACQUERED PANELS and BOXES; SILK EMBROIDERED SCREENS, CUSHION COVERS, and HANGINGS, &c., &c., &c.

TERMS—As Customary.  
On View from Friday, the 18th November, 1904.

GEO. P. LAMBERT, Auctioneer.  
Hongkong, 17th November, 1904. [2702]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. FARLANE, Manager.  
Hongkong, 18th November, 1901. [75]

RUINART PERE & FILS, REIMS  
Established 1719,  
CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 18th May, 1903. [21]

## PUBLIC COMPANIES

## THE HONGKONG STEAM WATER-BEAT CO., LD.

## NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at NOON, for the purpose of presenting the report and statement of accounts to 30th September, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW, Manager.  
Hongkong, 10th November, 1904. [2658]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the COMPANY'S OFFICES, St. George's Building, Praya, Central-Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the Subjoined Resolution will be proposed:

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 Shares of \$10 each) to \$1,500,000 (divided into 150,000 Shares of \$10 each) by the creation of 50,000 New Shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every Single Share of such 50,000 New Shares in the ratio and proportion of One New Share for every Two Old Shares in the Company held by the respective Shareholders thereof; the amount payable on each of such New Shares respectively (including the said premium of \$10 per Share) to be paid as to one equal half part thereof on the 3rd day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Should the above Resolution be duly passed it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened. Dated this 14th day of November, 1904.

SHEWAN, TOMES & CO., General Managers.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the forenoon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst., to the 6th proximo, both days inclusive.

By Order of the Board of Directors,  
JAMES WHITTALL, Secretary.  
Hongkong, 15th November, 1904. [2618]

## A. S. WATSON &amp; CO., LIMITED.

Issue of 30,000 New Shares of \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON, General Managers.  
Hongkong, 19th October, 1904. [2475]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the Year 1904 of Fifty cents per Share on the Shares numbered 1-30,000 inclusive will be Payable at Hongkong and Shanghai Bank, Hongkong, on and after FRIDAY, 25th November, 1904, on Warrants to be obtained at the Company's Offices.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The Register of Shares will be CLOSED from FRIDAY, the 19th instant, until SATURDAY, the 26th instant both days inclusive, during which period no Transfer of Shares will be effected.

JOHN D. HUMPHREYS & CO., General Managers.  
Hongkong, 11th November, 1904. [2676]

## LOST.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE CERTIFICATE No. 3232 of 50 SHARES numbered 86121/86170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.  
Hongkong, 19th October, 1904. [2576]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such Call is Payable on 2nd January, 1905, at the Registered Offices of the Company, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers.  
Hongkong, 1st November, 1904. [2673]

## INTIMATIONS

## ILLUSTRATED POST CARDS with views of

HONGKONG, CANTON, MACAO AND CHINESE COSTUMES, &c., &c., over 200 Varieties to Select.

The excellent assortment in Coloured is most suitable for Xmas and New Year Greetings.

KANGLEE & CO.,  
No. 4, Queen's Road Central (opposite Connaught Hotel).  
Hongkong, 14th November, 1904. [2635]

## K. TAMAMURA,

PHOTOGRAPHER OF YOKOHAMA, has arrived and will be held AN EXHIBITION OF JAPANESE PHOTOGRAPHY, on and after the 18th inst.

FOR A FORTNIGHT ONLY, From 9 a.m. to 6 p.m. Daily, At ROOMS No. F. and G, FIRST FLOOR of No. 34, Queen's Road Central, opposite Post Office (formerly occupied by W. Powell & Co., Ltd.).

COLOURED LANTERN SLIDES, XMAS and POST CARDS also on View. He will also undertake any Local COMMISSIONS FOR PORTRAITS OR OTHER PHOTOGRAPHIC WORK which will be executed in the Firm's well-known Artistic Manner.

Enlargements a Speciality.  
Hongkong, 14th November, 1904. [2675]

## CHRISTMAS GREETINGS.

WE have just imported a fresh Consignment of CADBURY'S CHOCOLATES, CHOCOLATES in Fancy Boxes, TOM SMITH'S CRACKERS, BON-BONS, and various kinds of Sweets in Fancy Presentable Velvet Boxes; also specially ordered XMAS CARDS illustrative of the Holy Characters in Bible to suit the requirements of the Roman Catholics.

Also for the coming Festive Season we have stocked specially fresh Provisions, Wines, &c., ordered from well-known Manufacturers.

We also shortly expect a large shipment of Fancy Dolls and Mechanical Toys, as well as artistically decorated Christmas Cakes from Bombay.

JEEJEEBOY & CO.,  
25, Hollywood Road.  
Hongkong, 14th November, 1904. [2679]

## WEI CHEETOO &amp; CO.

IMPORTERS, EXPORTERS

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—  
CHEE CHING, Dealer in Human Hair.  
SHUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YEE, Fire Cracker Factory.  
Hongkong, 1st June, 1904. [1397]

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP, £280,000  
RESERVE FUND, £280,000  
RESERVE FUND, £280,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily balance. On Fixed Deposits for 12 months 4 per cent. " " 6 " 3 1/2 " " " 3 " 3 " " " T. P. COCHRANE, Manager.  
Hongkong, 10th May 1904. [97]

## IMPERIAL BANK OF CHINA



## TO LET

**WOODLANDS VILLAS**, West, 25, Seymour Road. Immediate possession. Apply to—  
E. A. S.,  
Care of Daily Press Office,  
Hongkong, 12th November, 1904. [2666]

## TO LET

**FINE LARGE STORE**, in Queen's Road Central (Best Part). Apply to—  
X.,  
Care of Daily Press Office,  
Hongkong, 6th September, 1904. [2161]

## TO LET

**N. O. 1, RIFON TERRACE** (in FLATS). A HOUSE in WONG-NEI-CHONG ROAD, facing Kowloon. FLATS in RIFON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIVE). GODOWNS; PRAYA EAST. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th June, 1904. [175]

## TO LET

**3RD FLOOR**, suitable for Office. Apply to—  
WING CHONG,  
35, Queen's Road Central,  
Hongkong, 3rd June, 1904. [74]

## TO LET

**N. O. 16, HOLLYWOOD ROAD** (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters). Apply to—  
H. M. S. H. ESMAIL,  
4, Hollywood Road,  
Hongkong, 16th August, 1904. [199]

## TO LET

**THREE FIRST-CLASS SHOPS**, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [2350]

## TO LET

**N. O. 17, 19 & 21, SEYMOUR ROAD**. Nos. 6, CASTLE ROAD. Nos. 74, CAINE ROAD. Apply to—  
COMPRADORE DEPARTMENT,  
Nippon Yusen Kaisha,  
Hongkong, 17th September, 1904. [430]

## TO LET

**HONGKONG CLUB**. Apply to—  
C. H. GRACE,  
Secretary,  
Hongkong, 4th June, 1904. [1417]

## TO LET

**A SUITE OF TWO ROOMS**, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.  
C. H. GRACE,  
Secretary,  
Hongkong, 4th June, 1904. [1417]

## TO LET

**THE WHOLE OF THE SECOND FLOOR** of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, beside Kitchen, Pantry, Bathrooms, and Servants' Quarters, &c., at a very moderate rent. Immediate Possession. Apply to—  
WONG CHU SANG,  
Care of Yee Sang Fat & Co.,  
34, Queen's Road Central,  
Hongkong, 17th November, 1904. [2700]

## TO LET

**TWO ROOMS**, on the First Floor of Alexander Buildings. Apply to—  
SECRETARY,  
A. S. WATTS & Co., Limited,  
Hongkong, 17th June, 1904. [1515]

## TO LET

**FURNISHED ROOM**, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon. Apply to—  
C. L.,  
Care of Daily Press Office,  
Hongkong, 5th October, 1904. [2375]

## TO LET

**BANGOUR (BEAK)**. THE EYRIE (BEAK). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE. BELLIOS TERRACE, Nos. 11 & 13. BEACONSFIELD—ARCADE—No. 14. 1st Floor. ONE SHOP in BEACONSFIELD ARCADE. Apply to—  
Linstead & Davis,  
Hongkong, 3rd October, 1904. [2363]

## TO LET

**A EUROPEAN HOUSE**, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View. Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1177]

## TO LET

**A LARGE OFFICE** on Ground Floor, of Victoria Buildings (No. 5, Queen's Road Central), suitable for Office. Apply to—  
THE SECRETARY,  
The Bowling Club Ltd.  
Hongkong, 14th July, 1904. [1710]

## TO LET

**TWO FRONT ROOMS** on the 1st Floor of Victoria Buildings (No. 5, Queen's Road Central), suitable for Office. Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 16th November, 1904. [2695]

## TO LET

**N. O. 1, STEWART TERRACE**, the Peak. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [865]

## TO LET

**HIRANO WATER**. THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNOLDS & Co.

## TO LET

**Beware of Japanese Imitations.** F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [2578]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.** CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C., Scott's and Engineering Code Used.

**DOCK No. 1 (at TATEGAMI).** Extreme Length... 523 feet. Length on Blocks... 371 feet. Width of Entrance on Top... 89. Width of Entrance on Bottom... 77. Water on Blocks at Spring Tide... 26 1/2.

**DOCK No. 2 (at MUKAIJIMA).** Extreme Length... 371 feet. Length on Blocks... 350. Width of Entrance on Top... 68. Width of Entrance on Bottom... 53. Water on Blocks at Spring Tide... 22. PATENT SLIP (at KOSUKE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1703]

**QUAN WAH & CO.** GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of **QUAN TAI & CO.**, Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS. Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th October, 1899. [2458]

**BOARD AND RESIDENCE "TANG YUEN."** BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply to—  
MANAGERESS,  
Macdonnell Road  
or  
FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [71]

**BOARD AND RESIDENCE MRS. GILLANDERS** "GLENWOOD," 27, CAINE ROAD. Hongkong, 19th March, 1904. [2265]

**COMFORTABLY FURNISHED ROOMS**, with Board. Apply to Mrs. MATHUR, 2, Pedder's Hill. Hongkong, 1st January, 1892.

**NOW ON SALE. IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY.** WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Chinese and Pundi pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chambers' Vocabulary contains about 16,000 Chinese characters, and Mathews' English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO. Price \$20. A Large REDUCTION IN PRICE is made to Purchasers of SIX or more Copies. HONGKONG "DAILY PRESS" OFFICE, 14, Des Voeux Road Central.

## THE SIZE AND CAPABILITIES OF JAPAN.

Mr. F. M. Jonas wrote to the *Globe* last month as follows: I have just returned from Japan, in which country I have been resident for many years—over thirty. During the few days I have been here, I have continually been asked the question: "Can Japan find the men and money to continue the gigantic struggle she is now engaged in?" And I am sorry to say that many of my questioners showed a woeful ignorance both as to the size and capabilities of that country. Japan's population is really larger than that of France, the last census showing for Japan in 1903 46,304,999, as against for France in 1901, 38,961,945. Not only, therefore, is the population larger, but it is also a rapidly-increasing one; so that there is no doubt that Japan can continue to put as many men in the field as she requires. Count Okuma's (who is one of the ablest of the older statesmen) estimate of the cost of two years' war is a high one, but it is wiser to over-estimate than to under-estimate at this period. But even supposing that the cost will be as high as the estimate, it does not by any means follow that this enormous sum of money will be lost to Japan. This is the amount that the Japanese Government expect to spend, but the bulk of it will remain in the country. Japan manufactures all her field guns and her equipments, rifles and small arms, accoutrements, saddles, boots, clothing, blankets, &c. All ammunition is made at home, and many of the ingredients are found in the country—such as sulphur, &c. All her field telegraph is supplied at home; copper she has in abundance. Nearly all the food required for the army is grown in the country, with the exception of a few tinned meats, but the Japanese soldier prefers fish, and there are large salmon canneries in the Hokkaido. Of ponies and horses, up to the time I left, the supply was by no means exhausted. Japan has plenty of transports, drawn from her own mercantile marine; and for these she has an abundance of steam coal. For her warships, however, she prefers Cardiff coal, as it gives better results. She has her own docks and repairing and building yards, and with all the skilled labour required it is not necessary to import highly-paid foreign workmen. There is no doubt that she is busily engaged in building cruisers and destroyers.

From all this it can be plainly seen that Japan is practically self-sufficient, she having only to import such raw materials as steel, iron, lead, wool, &c. Therefore the only money lost to the country will be the cost of native coolie labour at the seat of war and for railway work in Manchuria and other incidents. This is the reason why Count Okuma speaks so confidently of Japan being able to answer to the great call made upon her finances. We, old residents, who have watched the country grow up, fully expect to see her successful, and are of opinion that it will be to the benefit of the rest of the world if she carries this war to a successful issue. We have no doubt that the Japanese Government will punctiliously carry out all it has promised to do at the finish.

## A RUSSIAN VIEW OF THE TIBETAN TREATY.

Commenting on the news that the Tibetan Treaty was not signed by the Chinese Amban, the *Novoe Vremya* of October 6 says:—  
"The treaty thus becomes more enigmatical than ever. The British Government itself, in reply to a question which was addressed to it, has stated that the text of the treaty published by *The Times* was not exact, and that sundry important details (for instance, the question of the indemnity) have not been finally settled."  
Some foreign newspapers, discussing the impression produced by the expedition to Lhasa, proceed from the assumption that this expedition constitutes an overwhelming success for England and, at the same time, a crushing blow to Russian policy in Asia. We are unable to adopt this point of view. Public opinion in Russia was no doubt disagreeably impressed by the feverish, we might almost say the childish, eagerness of the British to profit by our difficulties in the Far East; but, after all, not one of us would have raised his hand to throw a stone at British politicians merely because they elected to pursue a matter-of-fact policy.

English politicians surely cannot be blamed for the fact that two years ago (*sic*), at the time of the Transvaal war, Russia allowed herself to be ruled by sentiment instead of acting with energy. Accordingly we shall not repeat wearisome platitudes about British "perfidy."

The Russian journal then proceeds to point out that, while fully justified in utilizing the favourable opportunity created for her by the war, England was hardly well advised in electing to do so by the despatch of an expedition to Lhasa, and has lost rather than gained by so doing. Tibet, it declares, is commercially of no importance whatsoever; its importance lies solely in the fact that it is a religious centre, "and every Buddhist throughout the world, whether in India, China, or Russia, now declares that 'the English have committed sacrilege'." The movement in Urga is the best proof of this.

By their expedition to Lhasa the English have violated the principle of religious toleration, while by the establishment of a vested protectorate, they have abandoned the principle of 'equal opportunity,' the principle of the open door, hitherto so ardently upheld by them."

The *Novoe Vremya* therefore concludes that, while it is absurd to find fault with the English on moral grounds, it is permissible to regard the expedition to Tibet as a signal error of judgment on the part of those who direct British policy.—*The Times*.

## CHINESE LABOUR PROBLEM IN THE MALAY STATES.

The annual report of the British Resident in the Federated Malay States has just been published, and in it there is a good deal about the labour problem. A letter supplied by Mr. J. B. M. Leech is described by the Resident as giving a short, graphic, and interesting resume of the Chinese mining labourers question in these States, written by a former brother officer, and now influential mine-owner, in the Peninsula. It is dated Ipoh, 6th April, 1904. The writer says:—"I came to Perak in the end of 1879. The mines were then nearly all in Larut, and were almost without exception worked on the truck system, nine-tenths of the tin produced going to the coolies and one-tenth to the towkays who supplied the coolies with their food and stores at mining prices, &c. about double the market rates. The settlements were annual—at the Chinese New Year, when the books were made up, the coolies credited with nine-tenths of the amount of tin sold and debited with the balance, if any. If the coolies were in debt to the mine—they very often were—they went on and worked for another year, and still another if they did not get out of debt. The punishment for absconding was flogging. The communications were difficult and escape from a kongsi in many cases impossible and never easy. The hours of work were long, eight hours a day being the usual working hours, and the work was very little to distract the coolie from his work and the few towkays, Ah Kwee and others, prospered exceedingly. There were not many sinkholes (new arrivals) at that time, and the few there were were employed on kongsi-kong work, as well as I recollect, eight hours was the day in the contracts."

Then came the opening up of Kinta. The Larut coolies ran away in hundreds, and began to work in smaller kongsis in Kinta under new towkays, at first under very similar conditions to Larut, but, as roads and bridge-trails were opened up and facilities for absconding became greater, under much easier circumstances than heretofore. At this time Schultz was appointed Protector of Chinese, and mainly in the interests of the Larut towkays the tie restriction system was introduced. It was in imitation of the French *livret* system, which has been tried in Europe in various countries, and has always broken down and nowhere succeeded, except possibly in the Dutch Colonies. Under it every coolie signed a contract for a year, and on leaving at the end of a year, had to receive a discharge ticket from his towkay, without which he could not leave the kongsi house, nor could he re-engage in another mine unless he produced a ticket from his last towkay. A commission that inquired into this system found that the universal opinion of the Chinese, both towkays and coolies, was that the whole system was absolutely useless as a means of stopping runaway coolies, while the clauses of the Ordinances were constantly being used by interlovers and others as a means of extorting money from both classes, and when, by our action, the whole system was abolished it was done at the almost unanimous request of the Chinese population. When the discharge-ticket system broke down, the wealthy towkays who worked deep mines had to give up the regular *livret* system, which was in fact little better than slavery, and adopt the *mai-chang* and *kongsi-kong* system. That is, they let the strippings of open-cast mines out on contract at so much the *mai-chang* coolies, which the *karang* was lifted by *kongsi-kong* coolies, generally wage coolies and often sinkholes, but sometimes also contract coolies under the big basket system. You ask whether *mai-chang* coolies can be considered 'indentured coolies'? I would say, yes, to this, as they are all under advance to the towkays and there is generally a time limit in their agreements, and the settlements are generally every six months and not when the job is finished only, and I think the towkays have therefore a legal right to insist on their working a reasonable number of hours.

As to how *mai-chang* and tribute coolies are imported from China, the great majority are men who have come on their own account to friends and fellow clansmen, with money sent them by the people here, as the *Liksin* in New York when he makes a little money sends to Ireland for the rest of the family. The tribute system grew up gradually side by side with the *mai-chang* system, and is the rule and not the exception in the country now. It is only applicable to shallow land and to land which can be worked by shafting in dry ground, but there are 92,000 holes now employed in it. It is as follows:—A small shopkeeper hears of or sees a piece of mining land which he fancies. If it is in private hands he goes to the owner and offers so much per cent. of his output for person to work; if it is Government land, he usually dispenses with this preliminary. He then builds the kongsi house and collects a number of his own friends and clansmen, whom he knows he can trust, and starts them on the 10 per cent. system, but as the returns are immediate, or at least come in a short time, they very soon find out whether they stop work and go elsewhere. These coolies can in no sense be called indentured. They are the bulk of the labour of the country and never give the Government any trouble, as they settle their differences among themselves. They are also the worst miners, as they go about the country picking out all the rich patches; and working, as they generally do, in small parties, they have neither capital nor knowledge to work a good mine properly, and when they do get hold of one generally waste half the tin-bearing land. As an instance of this I may mention that under the present system of working all the fine tin is lost in every mine in the country, an annual loss of millions of dollars to the State.

In conclusion, I would like to place on record my views that the future of the country does not depend on either the Chinese towkays or coolies, and that instead of worrying about further labour legislation, which we have been tinkering at for the last 25 years without getting much further, it would be far better for the Government to turn its attention to a study of modern scientific methods of mining and ore dressing, which are successful all over the world, and to training their own officials, and the European and the Chinese miners, in economical and efficient working.—*Globe*

What a pleasant thing is folly! Only those who know very little, or (better still) nothing at all, appear entirely happy. For whereas a fool sincerely believes that he knows everything, a wise man is by constant proofs reminded that he knows very little. But stay! There is something wrong here. This philosophy won't do. Is ignorance, after all, really happiness? True, a very old proverb assures us that "it is folly to be wise," but, like most proverbs, we suspect that this one must not be taken too literally. A certain miser when young buried a hoard of gold in a secret place, intending to dig it up for use when he grew old; but his miserly spirit prevented him from ever believing

that he was sufficiently old to need it, though he lived to a great age. As a matter of fact, the miser was observed burying his gold by a man who dug it up and made off with it the very next day; but the miser never knew this. Here, now, was a case of ignorance being bliss. But for every once that "ignorance is bliss" it spells ruinous disaster a thousand times. In piping times of peace and prosperity the foolish jog along joyfully; but warfare, whether military or commercial, sorts into two camps the foolish and the wise. Sickness does the same thing with even greater exactitude. Most of us have been sick in the course of our lives, and all of us must be. But, unfortunately, not all of us have the good fortune to be told—as Mr. David Brown, of 29, Albany Street, East London, Cape Colony, was—what is best to do at such a time.

Said Mr. Brown on 23rd May, 1904: "For the last six years I have suffered from kidney trouble. It appeared first when I was living at Los Angeles, California, U.S.A. During five of these years I was attended by several doctors, but never benefited much for all their treatment. But better things were in store for me when I left Los Angeles to take up a position in East London, S.A. While staying at a boarding house here, a discussion took place among the boarders on the subject of different complaints and the best means of curing them. One of the boarders recommended me to try Mother Seigel's Curative Syrup. It is a sure remedy for your complaint," he said. "Messrs. A. J. White (Colonial), Ltd., corner of Princes and Visuel Streets, Port Elizabeth, Cape Colony, are its proprietors in this country, but you can obtain it almost anywhere."

"My chance companion proved a friend indeed. I acted upon his advice, with the result that to-day I am a sound, healthy man. I had not taken the Syrup long before the kidney trouble began to abate. Indeed the medicine seemed to re-arrange my whole system not only entirely eradicating my complaint but invigorating me generally. I never miss an opportunity of recommending it."

A large number of people in every country resemble Mr. Brown in cherishing a feeling of gratitude for the good they have derived from Mother Seigel's Syrup. A goodly proportion of them have been cured by it of indigestion. Here is one, taken at random—Mr. Robert Jones, of 163, President Street, Johannesburg. On 21st May, 1904, Mr. Jones wrote thus: "For a long time I suffered from an acute form of indigestion, and tried nearly every medicine in the market; but quite without avail until I came to Mother Seigel's Syrup, which speedily gave me the relief I had so long vainly sought. No; the joy that folly can bestow will not bear examination. If that were not so, happiness would be almost universal."

NOT RESPONSIBLE FOR DEBTS. NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour. KIEKLE, British str., W. J. Dermody—Dodwell & Co., Ltd. SHEIKH, British str., Jones—Dodwell & Co., Ltd.

REGISTRATION OF TRADE MARKS IN CHINA. Copies of the EXPERIMENTAL REGULATIONS may be obtained at the Daily Press Office. Price 25 cents each. Cash with order. Hongkong, 6th October, 1904.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, which is given in the "THE CHINA OVERLAND TRADE REPORT," subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2.

ON SALE. MAP OF THE SIKIANG or WEST RIVER. From Hongkong to Wuchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

THE JOYFULNESS OF FOLLY. What a pleasant thing is folly! Only those who know very little, or (better still) nothing at all, appear entirely happy. For whereas a fool sincerely believes that he knows everything, a wise man is by constant proofs reminded that he knows very little. But stay! There is something wrong here. This philosophy won't do. Is ignorance, after all, really happiness? True, a very old proverb assures us that "it is folly to be wise," but, like most proverbs, we suspect that this one must not be taken too literally. A certain miser when young buried a hoard of gold in a secret place, intending to dig it up for use when he grew old; but his miserly spirit prevented him from ever believing

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home work.

## JEWELLERS

MAISON LEVY HERMANOS. Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

## PRINTING.

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

## STOREKEEPERS

BISMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG-SANG & CO., Shipchangers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants 144, Des Voeux Road.

AMOY ENGINEERING CO., LD., AMOY CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited. J. D. EDWARDS, Manager. Amoy, 3rd December, 1903. [52]

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT. MARUNO-UCHI, TOKIO. Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies. A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed to: MANAGER, MITSUBISHI CO., with name of place under. BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU and HANKOW.

AGENTS: SHANGHAI, H. J. H. TRIPP. HONGKONG, H. U. JEFFRIES. MANILA, COMPANIA MARITIMA. YOKOHAMA, M. ARADA. CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinawa, Namazuta and Komi-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigyo, Komatsu (Tagawa) and Matsushima Coals. The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL. New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. Hongkong, 26th April, 1904. [11]

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS &amp; CO.

ALEXANDRIA &amp; CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS, Large Size \$5.00 per 100. Gold Tippee Medium Size \$3.75 per 100. ZAFAR, Large Size \$4.00 per 100. Medium Size \$4.20. KARIM, Large Size \$3.75 per 100. Medium Size \$3.50. TAHITI, Large Size \$3.00 per 100. Medium Size \$2.75 per 100.

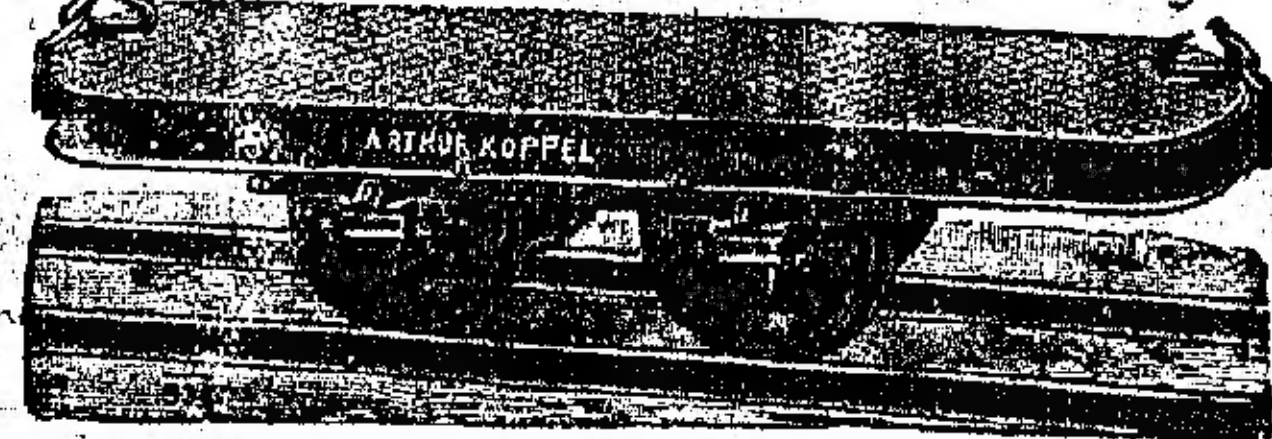


SOLE AGENTS FOR HONGKONG.

KRUSE &amp; CO., CONNAUGHT HOUSE.

ARNHOLD. KARBURG &amp; CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL.



Hongkong, 1st October, 1904.







# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"KINGCHOW"	On 18th November.
GLASGOW and LIVERPOOL	"KEEMUN"	On 28th November.
GLASGOW and LIVERPOOL	"MOYUN"	On 9th December.
GLASGOW and LIVERPOOL	"HECTOR"	On 14th December.
GLASGOW and LIVERPOOL	"SOBRALUS"	On 17th December.
GLASGOW and LIVERPOOL	"HYSON"	On 20th December.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th November.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	On 18th November.
SHANGHAI	"FOOHOOW"	On 19th November.
CEBU and ILOILO	"KAIFONG"	On 22nd November.
SWATOW, CHEFOO & TIENSIN	"CHILLY"	On 22nd November.
MANILA	"TEAN"	On 22nd November.
KOBE	"CHANGSHA"	On 23rd November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 9th December.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A daily qualified  
Surgeon is carried.

↑ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

↑ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
* SHANGHAI	"NUBIA" F. N. Tildard	About 18th November	Freight and Passage.
LONDON, &c.	"CHUSAN" H. W. Kenrick, R.N.R.	Noon, 19th November	See Special Advertisement.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE	"SOCOTRA" C. J. Benton, R.N.R.	About 27th November	Freight only.

\* Expected to arrive on or about 18th November, will leave for the above port as soon as  
possible after her arrival with the next English Mail.

For further Particulars, apply to  
**E. A. BEWETT,**  
Superintendent.

## HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
SEGOVIA	HAVRE and HAMBURG	On 29th Nov. Freight.
Capt. Schoenfeldt	(Calling at Singapore, Penang and Colombo)	
SENEGAMBIA	HAVRE and HAMBURG	On 13th Dec. Freight.
(ex NUBENBERG)	(Calling at Singapore, Penang and Colombo)	
Capt. Jaburg		
ARMENIA	HAVRE and HAMBURG	On 27th Dec. Freight.
Capt. Forst	(Calling at Singapore, Penang and Colombo)	
C. FRED. LAISZ	HAVRE and HAMBURG	On 11th Jan. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE,  
No. 1, QUEEN'S BUILDINGS.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Fri. 18th Nov. 4 P.M.
SINGAPORE and SOERABAYA	"FAUSANG"	Sat. 19th Nov. Noon.
* SWATOW and SHANGHAI	"TAKSANG"	Sun. 20th Nov. D'light.
KUDAT and SANDAKAN	"MAUSANG"	Thurs. 22nd Nov. D'light.
* SHANGHAI	"CHOYSANG"	Tues. 22nd Nov. 4 P.M.

↑ These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

↑ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 18th November, 1904.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain J. C. Williamson.
S.S. "LOTHIAN"	Captain E. S. Pearce.
S.S. "INKUM"	Captain J. Rowley.
S.S. "SIKH"	Captain G. A. Shepherd.
S.S. "SOFALA"	Captain R. P. Craven.
S.S. "INDRASHAMA"	Captain H. G. Porter.
S.S. "INDRAVELLI"	Captain H. G. Porter.

The S.S. "LOTHIAN" will be despatched for Durban via Chin-Wan-Tao on MONDAY,  
21st inst.

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 19th November, 1904.

### STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC"  
will be despatched as above on or about the 23rd  
inst., instead of as previously advertised.  
For Freight or further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK.  
Oriental Freight Department.  
Hongkong, 14th October, 1904. [249]

### NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for Cape Ports every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO. LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1904.

### FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG"  
951 Tons, Captain J. McIntyre, will leave for  
Canton at 9 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.  
First-class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.  
No. 147, Cantonment Road Central.  
Hongkong, 15th March, 1904. [2]

### NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVA-  
TION COMPANY, LIMITED.

### CONSIGNEES per Company's Steamer

"DIOMED"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 13th instant.  
Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 A.M., on the 18th inst.  
No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 18th inst.,  
will be subject to rent.  
All Claims against the Steamer must be  
presented to the Undersigned on or before the  
21st inst., or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th November, 1904. [10-11]

### STEAMSHIP "TOURANE," COMPAGNIE DES MESSAGERIES MARITIMES.

#### NOTICE.

CONSIGNEES of Cargo from London ex S.S.  
Cordouan and Crimée, from Havre ex S.S.  
Cordouan, in connection with above Steamer,  
are hereby informed that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being landed and stored at their risks into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., at Kowloon,  
whence delivery may be obtained immediately  
after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, To-day, the 15th inst., requesting  
it to be landed here.  
Bills of Lading will be countersigned by the  
Undersigned, Goods remaining unclaimed  
after Tuesday, the 22nd November, at Noon,  
will be subject to rent and landing charges.  
All claims must be sent in to me on or before  
the 22nd November, or they will not be  
recognised.  
All damaged packages will be examined on  
Tuesday, the 22nd November, at 3 P.M.  
No Fire Insurance has been effected.  
L. BRIDOU,  
Acting Agent.  
Hongkong, 15th November, 1904. [2]

### AMERICAN ASIATIC STEAMSHIP COMPANY.

#### NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KISH,"  
Captain E. Robertson, having arrived from  
the above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Wanchai  
Storage Company at Wanchai, and stored at  
Consignees' risk and expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 21st inst., will be subject  
to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 21st inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 14th November, 1904. [2382]

SAILING SHIP.  
EMPEREUR MENEX, French barque, 1,578,  
Marot, 6th Nov.—New York 12th June.  
Kerosine.—Standard Oil Co.  
BRITISH WARSHIPS.  
ALACRITY, British dispatch-boat, 1,700, Comdr.  
R. M. Harbord.  
ALGERINE, British sloop, 1,050, Rowland  
Nugent.  
BRITONNET, British gunboat, 710, Com. T. D.  
Fruit.  
CHERUB, water tank and tug.  
HARDY, torpedo boat destroyer.  
ORTEL, torpedo boat destroyer, Lieut. E. H.  
Jellicoe.  
PHOENIX, British sloop, 1,050, John Nicholas.  
TAKU, British destroyer, 250, Cranford.  
THETIS, British cruiser, J. C. A. Wilkinson.  
TAMAR, receiving ship, Commodore C. G.  
Dicken.  
VENGEANCE, battleship, 12,350, Capt. Stuart,  
C.M.G.  
VIRAGO, torpedo-boat destroyer.  
FOREIGN WARSHIPS.  
FURST BISMARCK, German cruiser, 11,000,  
Prove.  
GENERAL ALAVA, American transport, Captain  
Whitton.  
LUCHA, German gunboat, 850, Kroencke.  
RAINBOW, U.S. cruiser, 4,000, J. B. Collins.

MEN-OF-WAR ON THE CHINA AND  
JAPAN STATION.  
AUSTRO-HUNGARIAN.  
Aspern, cruiser, 2,437 tons, 20 guns, 7,300 h.p.  
Capt. Friedrich Grinzeburg, Singapore  
Kaiserin Elisabeth, cruiser, 4,900 tons, 29 guns,  
5,000 h.p., Captain Mirth, Japan.  
FRENCH.  
Acheron, armoured gunboat, 1,796 tons, 10 guns,  
1,700 h.p., Lieut. Ferret, Saigon.  
Argus, gunboat, 123 tons, — guns, 500 h.p.,  
Lieut. Jeannel, Canton.  
Aspic, gunboat, 475 tons, 3 guns, 450 h.p.,  
Lieut. Grellet, Saigon.  
Avalanche, gunboat, 140 tons, 5 guns, 150 h.p.,  
Haiphong.  
Batonne, gunboat, Lieut. Lefevre, Saigon.  
Caronde, gunboat, Lieut. Hae, Saigon.  
Cassata, gunboat, 140 tons, 5 guns, 150 h.p.,  
Saigon.  
Chateaufort, cruiser (Flagship of Rear-  
Admiral de Foa), 18,000 tons, 24 in  
command, 9,018 tons, 18 guns, 17,000 h.p.,  
Captain V. Paillois, Baie d'Along.  
Comde, gunboat, 525 tons, 4 guns, 498 h.p.,  
Comdr. Loeu, Haiphong.  
D'Assas, cruiser, 4,000 tons, 31 guns, 9,500 h.p.,  
Saigon.  
Decade, gunboat, 645 tons, 10 guns, 1,000 h.p.,  
Lieut. Comdr. L'Host, Shanghai.  
Descartes, cruiser, 3,885 tons, 14 guns, 5,500 h.p.,  
Commander Amet, at present at Saigon.  
Estoc, gunboat, — tons, — guns, — h.p.,  
Lieut. Mère, Haiphong.  
Francisque, destroyer, 303 tons, 7 guns, 6300  
h.p., Lieut. Lotoni, at present at Saigon.  
Fronte, destroyer, 350 tons, 7 guns, 308 h.p.,  
Lieut. Jehenne, Baie d'Along.  
Gueydon, cruiser, 9376 tons, 36 guns, 20,200  
h.p., Captain Goulet, Baie d'Along.  
Henri Riviere, gunboat, — tons, — guns, —  
h.p., Lieut. Portier, Haiphong.  
Jaques, gunboat, Lieut. Verrier, Haiphong.  
Javeline, destroyer, 307 tons, 7 guns, 300 h.p.,  
Lieut. Comdr. Beaussant, Baie d'Along.  
Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p.,  
Comdr. Le Gollu, Shanghai.  
Lynx, submarine, Lieut. Arnbruster, Saigon.  
Montclair, cruiser (Flagship of Vice-Admiral  
Barle, "Commander in Chief), 9700 tons, 12  
guns, 19,600 h.p., Capt. Dartige du Fournet,  
Baie d'Along.  
Mousquet, destroyer, Lieut. Prat, Baie d'Along.  
Oly, gunboat, — tons, — guns, — h.p., Lieut.  
Andemard, Yangtze.  
Paschal, cruiser, 4015 tons, 27 guns, 5500 h.p.,  
Comdr. Chevalier, Saigon.  
Peliu, gunboat, Lieut. Lavissière, Tongku.  
Pistole, destroyer, Lieut. de Roineau-Warth,  
Baie d'Along.  
Protée, submarine, Lieut. Glorieux, Saigon.  
Redoutable, battleship, (in reserve) 9,437 tons, 8  
guns, 6077 h.p., Commodore C. P. M.  
Paillois, Saigon.  
SABRE, destroyer, Lieut. Lohar, Saigon.  
Styx, cruiser, 1796 tons, 10 guns, 1700 h.p.,  
Comdr. T. de Balincourt, Saigon.  
Sully, cruiser, 10,014 tons, 38 guns, 24,000 h.p.,  
Captain Guibert, Haiphong.  
Surprise, gunboat, 629 tons, 2 guns, 600 h.p.,  
Lieut. Roque, Hankow.  
Takiang, gunboat, — tons, — guns, — h.p.,  
Lieut. —, Yangtze.  
Takou, destroyer, Lieut. Gaillard, Saigon.  
Vanban, battleship, (reserve) 6150 tons, 23 guns,  
4560 h.p., Lieut. —, Saigon.  
Vigilante, gunboat, 123 tons, 7 guns, 500 h.p.,  
Lieut. Jemca, Canton.

RUSSIAN.  
Amour, cruiser, 2900 tons, 5 guns, 4700 h.p.,  
Commander Gramatchikoff, Port Arthur.  
Askold, cruiser, 6000 tons, 27 guns, 24,000 h.p.,  
Commander Reitzenschein, Shanghai.  
vostok  
Bayan, cruiser, 7600 tons, 10 guns, 16,500 h.p.,  
Port Arthur.  
Bogatyr, cruiser, 6640 tons, 12 guns, 19,500 h.p.,  
Boyar, cruiser, 3200 tons, 19 guns, 18,000 h.p.,  
Commander Saratcheff, Port Arthur.  
Diana, cruiser, 6731 tons, 6 guns, 8900 h.p.,  
Saigon.  
Djigit, gunboat, 1458 tons, 3 guns, 1700 h.p.,  
Captain Nasarovskiy, Port Arthur.  
Gaidamak, gunboat, 540 tons, 9 guns, 3500 h.p.,  
Commander Yuriev, Port Arthur.  
Gremiastchik, gunboat, 1490 tons, 6 guns, 2000  
h.p., Commander Zagarskiy.  
Gromoboi, cruiser, 12,365 tons, 44 guns, 14,500  
h.p., Captain Jussow, Vladivostok.  
Gullik, gunboat, 1000 tons, 6 guns, 1000 h.p.,  
Commander Shumoff.  
Mandjour, gunboat, 1224 tons, 7 guns, 1400 h.p.,  
Commander Crow, Shanghai.  
Otrajay, gunboat, 1490 tons, 6 guns, 2000 h.p.,  
Commander Vasiliev, Port Arthur.  
Pallada, cruiser, 6630 tons, 34 guns, 11,810 h.p.,  
Captain Kossowitch, Port Arthur.  
Perevlet, battleship, 12,674 tons, 60 guns, 14,500  
h.p., Captain Koroleff, Port Arthur.  
Pobeda, battleship, 12,674 tons, 60 guns, 14,500  
h.p., Captain Zatsarskiy, Port Arthur.  
Poltava, battleship, 10,960 tons, 50 guns, 10,900  
h.p., Captain Oseroff, Port Arthur.  
Rasbolsk, cruiser, (training ship), 1334 tons,  
10 guns, 1786 h.p., Commander Liven, Port  
Arthur.  
Retvizan, battleship, 12,902 tons, 62 guns, 16,000  
h.p.

UNITED STATES.  
Albany, cruiser, 3762 tons, 25 guns, 7500 h.p.,  
Captain Dyer, Cavite.  
Annapolis, gunboat, 1000 tons, 12 guns, 1227  
h.p., Captain Rohrer, Shanghai.  
Bainbridge, t.-b.-d., 420 tons, 7 guns, 8000 h.p.,  
Lieut. G. Williams, Manila.  
Barry, t.-b.-d., 420 tons, 7 guns, 8000 h.p.,  
Lieut. Irwin, Manila.  
Calico, gunboat, 205 tons, 10 guns, 600 h.p.,  
Lieut. Dismeyer, Hongkong.  
Chancellor, t.-b.-d., 420 tons, 7 guns, 8000 h.p.,  
Lieut. E. P. Jessop, Manila.  
Cincinnati, cruiser, 3215 tons, 19 guns, 7600  
h.p., Captain G. B. Harber.  
Dale, t.-b.-d., 420 tons, 7 guns, 9000 h.p., Lieut.  
Garnes, Manila.  
Decatur, t.-b.-d., 420 tons, 7 guns, 8000 h.p.,  
Lieut. A. W. Knox, Manila.  
Elcano, gunboat, 580 tons, 10 guns, 6000 h.p.,  
Lieut. Comdr. J. Hood, Shanghai.  
Heleus, gunboat, 1392 tons, 8 guns, 1998 h.p.,  
Commander P. E. Sawyer, Hongkong.  
Monadnock, monitor, 3990 tons, 6 guns, 8000  
h.p., Captain Mahan, Shanghai.  
Montevideo, monitor, 4024 tons, 4 guns, 5244 h.p.,  
Commander J. B. Milham, Cavite.  
New Orleans, cruiser, 3437 tons, 23 guns, 7500  
h.p., Commander —, Shanghai.  
Oregon, cruiser, 10,288 tons, 45 guns, 11,111  
h.p., Captain Barwell, Shanghai.  
Pampano, gunboat, 201 tons, 3 guns, 250 h.p.,  
Lieut. J. E. Bass, Cavite.  
Paragon, gunboat, 201 tons, 3 guns, 250 h.p.,  
Captain Bennett, Cavite.  
Rainbow, cruiser, 4000 tons, 14 guns, — h.p.,  
Captain J. B. Collins, Hongkong.

SHIPPING IN PORT.  
STEAMERS.  
AGINCOURT, British str., 2,378, H. T. Worsnop,  
Hainan Island 1st Oct.—Gilmán & Co.  
AFENRADE, German str., 611, A. P. Uidrup,  
16th November.—Haiphong 13th Nov., and  
Hoibow 14th, General.—Jensen & Co.  
ARABIA, German str., 2,864, H. Metzenhuth,  
14th Nov.—Portland and Moji 9th Nov.,  
General.—Portland and Asiatic S. S. Co.  
BARON ELDON, British str., 2,373, Ulstrom,  
4th Nov.—Moji 23rd Oct., Coal.—Arnhold,  
Kureberg & Co.  
BAWREY, British str., 1,542, Shotton, 22nd  
October.—Labuan (Borneo) 15th Oct., Coal.  
—Order.  
CASTOR, Norwegian str., 774, Job. Martin, 2nd  
November.—Cardiff 10th Sept., Coal.  
—Order.  
CATHERINE APCAR, British str., 1,730, A.  
Stewart, 14th Nov.—Cebu and Singapore  
8th Nov., General.—David Sassoon  
& Co., Ltd.  
CHINWOO, British str., 2,517, Parkinson, 16th  
November.—Moji 12th Nov., Coal.—China  
Commercial S. S. Co.  
CHOWFA, German str., 1,055, J. Spiess, 15th  
November.—Bangkok (Anghin) 8th Nov.,  
Rice and General.—Butterfield & Swire.  
CHOWTAI, German str., 1,115, H. Tetter, 14th  
November.—Bangkok 8th Nov., Rice.  
—Butterfield & Swire.  
DEVANONGSE, German str., 1,057, Chr. Kumpel,  
13th Nov.—Bangkok 3rd Nov., Rice.  
—Butterfield & Swire.  
FAUSANG, British str., 1,410, Mitchell, 11th  
November.—Nagasaki 7th November, Coal.  
—Jardine, Matheson & Co.  
HAILONG, British str., 783, W. Passmore,  
12th Nov.—Tamsui and Amoy 11th Nov.,  
General.—Douglas Lapaik & Co.  
HAIYUN, British str., 636, A. Robson, 16th  
Nov.—Fuzhou 13th Nov., Amoy 14th  
and Swatow 15th, General.—Douglas Lapaik  
& Co.  
HANOT, French str., 739, P. Morles, 12th Nov.,  
—Haiphong and Hoibow 11th November,  
General.—A. R. Marty.  
LISA, Swedish str., 998, H. Hornsahl, 30th  
October.—Moji 24th Oct., Coal.—M. B.  
Kaisa.  
LOONGSANG, British str., 1,092, Weigall, 14th  
November.—Manila 11th Nov., General.—  
Jardine, Matheson & Co.  
LOOSOX, German str., 1,020, G. Schultze, 13th  
November.—Bangkok and Ang Hin, Rice.  
—Butterfield & Swire.  
LOTIAN, British str., 3,711, J. C. Williamson,  
13th Nov.—Port Natal 16th October.—  
C. G. S. Co.  
MAUSANG, British str., 1,644, S. J. Payne,  
8th Nov.—Sandakan 2nd Nov., Timber and  
General.—Jardine, Matheson & Co.  
MAXA-ON, British str., 3,279, W. H. Selby Hall,  
15th Nov.—Moji 10th Nov., Coal and  
General.—P. & O. S. N. Co.  
MEFOO, Chinese str., 1,321, J. Whitlaw, 16th  
November.—Canton 15th Nov., General.—  
Chinese.  
MONGOLIA, American str., 8,750, W. P. S.  
Porter, 15th Nov.—San Francisco 13th  
Oct. and Manila 13th Nov., General.—  
P. M. S. S. Co.  
NANSHAN, British str., 1,674, Stovell, 16th  
November.—Moji 10th November, Coal.—  
Bradley & Co.  
PRONTO, Norwegian str., 837, T. Seeberg, 14th  
November.—Nagasaki 6th Nov., Beans.  
—East Asiatic Trading Co.  
RUBI, British str., 1,611, R. W. Almond, 14th  
November.—Manila 12th Nov., General.—  
Shewan, Tomes & Co.  
Sr. EOBNER, British str., 2,394, Caffert, 11th  
Nov.—Philadelphia 14th Sept. and Saigon  
2nd Nov., Kerosine Oil.—Standard Oil Co.  
WONGKAI, German str., 1,115, J. Bruhn, 9th  
Nov.—Bangkok 30th Oct., General.—  
Butterfield & Swire.

GRIMAUD'S  
INDIAN CIGARETTES  
Asthmatic people who suffer from Op-  
pression in breathing, stuffiness of nose,  
Hoarseness, Laryngitis, Colds, with  
Whooping, Bronchitis, Catarrhal  
affections, and difficulty in Expec-  
toration, are promptly relieved by  
these Cigarettes.  
GRIMAUD & CO., Paris, sold by all Chemists.

## GRIMAUD'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Gri-  
maud's Matico as the most active and at  
the same time the most inoffensive remedy  
in the treatment of Acute and Chronic  
Discharges. The Capsules, unlike Copalba,  
have not the inconvenience of producing  
Nausea.  
MATICO INJECTION is used to recent  
AND  
MATICO CAPSULES is the most chronic cases  
GRIMAUD & CO., Paris, sold by all Chemists.

## UNTouched BY HAND. MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch  
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5

2459-5



